

### **AMENDMENTS TO THE CLAIMS**

1. (Original) A method for handling incoming aircraft operation instructions, comprising:

receiving from a source off-board an aircraft an instruction for changing a characteristic of the aircraft;

automatically displaying at least a portion of the instruction at a first display location of the aircraft;

in response to receiving a first input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at a second display location without the instruction being manually regenerated onboard the aircraft and without the instruction becoming part of a flight plan list of automatically executed flight segments; and

in response to receiving a second input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at a third display location without the instruction being manually regenerated onboard the aircraft.

2. (Original) The method of claim 1 wherein displaying at least a portion of the instruction at a first display location includes displaying at least a portion of the instruction at a communications display of the aircraft, and wherein displaying at least a target portion of the instruction at a second display location includes displaying at least a target portion of the instruction at a preview display of a mode control panel of the aircraft, and wherein displaying at least a target portion of the instruction at a third display location includes displaying at least a target portion at an active display of the mode control panel.

3. (Original) The method of claim 1, further comprising automatically implementing the instruction in response to receiving at least one further input signal from an operator of the aircraft.

4. (Original) The method of claim 1, further comprising implementing the instruction by changing a characteristic of the aircraft to achieve the target.

5. (Original) The method of claim 1 wherein receiving an instruction includes receiving the instruction via a data link.

6. (Original) The method of claim 1 wherein receiving an instruction includes receiving an instruction from air traffic control.

7. (Original) The method of claim 1 wherein the target portion of the instruction includes an identification of a target, and wherein the method further comprises implementing the instruction by automatically directing the aircraft to the target or providing guidance to the operator to direct the aircraft to the target.

8. (Original) The method of claim 1 wherein receiving an instruction includes receiving an instruction having at least one of a target altitude, a target speed and a target direction.

9. (Original) The method of claim 1 wherein receiving an instruction includes receiving an instruction having a lateral target and an indication of which direction the aircraft will turn to attain the lateral target.

10. (Original) The method of claim 1 wherein receiving an instruction includes receiving an instruction having a lateral target and an indication of whether the lateral target is a true bearing or a magnetic bearing.

11. (Original) The method of claim 1 wherein receiving an instruction includes receiving an instruction for at least one of a requested radio frequency setting, transponder frequency setting, and altimeter setting.

12. (Original) A method for handling incoming aircraft operation instructions, comprising:

receiving via a data link an instruction for changing a flight behavior of an aircraft;  
in response to receiving a first input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at a preview display of an aircraft mode control panel without the instruction being manually regenerated onboard the aircraft, and without causing the instruction to become part of a flight plan list of automatically executed flight segments, the target portion identifying a target to which the aircraft can be directed; and  
upon receiving a second input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at an active target display of the aircraft mode control panel without the instruction being manually regenerated after being received on the aircraft.

13. (Original) The method of claim 12, further comprising automatically implementing the instruction by automatically directing the aircraft to the target.

14. (Original) The method of claim 12, further comprising automatically implementing the instruction by providing visually accessible guidance to an operator of the aircraft for controlling the aircraft to the target.

15. (Original) The method of claim 12, further comprising in response to receiving the first signal, transmitting an indication of receipt of the instruction to the source of the instruction.

16. (Original) An aircraft system including a computer-readable medium having contents that perform a method for handling incoming aircraft operation instructions, the method comprising:

receiving from a source off-board an aircraft an instruction for changing a characteristic of the aircraft;

automatically displaying at least a portion of the instruction at a first display location of the aircraft;

in response to receiving a first input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at a second display location without the instruction being manually regenerated onboard the aircraft and without the instruction becoming part of a flight plan list of automatically executed flight segments; and

in response to receiving a second input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at a third display location without the instruction being manually regenerated onboard the aircraft.

17. (Original) The system of claim 16, further comprising an aircraft carrying the computer-readable medium.

18. (Original) The system of claim 16, further comprising:

the first display location, and wherein the first display location includes a communications display of the aircraft;

the second display location, wherein the second display location includes a target display of a mode control panel of the aircraft; and

the third display location, wherein the third display location includes an active display of the mode control panel.

19. (Original) The system of claim 16 wherein the method performed by the computer-readable medium further comprises automatically implementing the instruction in response to receiving at least one further input signal from an operator of the aircraft.

20. (Original) The system of claim 16 wherein receiving an instruction includes receiving the instruction via a data link.

21. (Original) The system of claim 16 wherein the target portion of the instruction includes an identification of a target, and wherein the method further comprises implementing the instruction by automatically directing the aircraft to the target or providing guidance to the operator to direct the aircraft to the target.

22. (Original) The system of claim 16 wherein receiving an instruction includes receiving an instruction having at least one of a target altitude, a target speed and a target direction.

23. (Original) The system of claim 16 wherein receiving an instruction includes receiving an instruction having a lateral target and an indication of whether the lateral target is a true bearing or a magnetic bearing.

24. (Original) The system of claim 16 wherein receiving an instruction includes receiving an instruction for at least one of a requested radio frequency setting, transponder frequency setting, and altimeter setting.

25. (Original) An aircraft system including a computer-readable medium having contents that perform a method for handling incoming aircraft operation instructions, the method comprising:

receiving via a data link an instruction for changing a flight behavior of an aircraft;

in response to receiving a first input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at a preview display of an aircraft mode control panel without the instruction being manually regenerated onboard the aircraft, and without causing the instruction to become part of a flight plan list of automatically executed flight segments, the target portion identifying a target to which the aircraft can be directed; and

upon receiving a second input signal directed by an operator onboard the aircraft, displaying at least a target portion of the instruction at an active target display of the aircraft mode control panel without the instruction being manually regenerated after being received on the aircraft.

26. (Original) The system of claim 25, further comprising an aircraft carrying the computer-readable medium.

27. (Original) The system of claim 25, further comprising the mode control panel.

28. (Original) A system for handling incoming aircraft operation instructions, comprising:

means for receiving from a source off-board an aircraft an instruction for changing a characteristic of the aircraft;

first display means for automatically displaying at least a portion of the instruction at a first display location of the aircraft;

second display means for displaying at least a target portion of the instruction at a second display location in response to receiving a first input signal directed by an operator onboard the aircraft, without the instruction being manually regenerated onboard the aircraft and without the instruction becoming part of a flight plan list of automatically executed flight segments; and

third display means for displaying at least a target portion of the instruction at a third display location in response to receiving a second input signal directed by an operator onboard the aircraft, without the instruction being manually regenerated onboard the aircraft.

29. (Original) The system of claim 28, further comprising the aircraft.

30. (Original) The system of claim 28 wherein the first display means are configured to automatically display at least a portion of the instruction at a communication display of the aircraft, and wherein the system further comprises the communication display.

31. (Original) The system of claim 28 wherein the second display means are configured to display at least a target portion of the instruction at a preview display of an aircraft mode control panel, and wherein the system further comprises the mode control panel.

32. (Original) The system of claim 28 wherein the third display means are configured to display at least a target portion of the instruction at an active display of an aircraft mode control panel, and wherein the system further comprises the mode control panel.

33. (Original) An aircraft system for handling incoming aircraft operation instructions, comprising:

- a receiver configured to receive from a source off-board an aircraft an instruction for changing a characteristic of the aircraft;
- a communication display coupled to the receiver to display at least a portion of the instruction; and

a mode control panel having a preview display configured to display at least a target portion of the instruction in response to a first input signal directed by an operator onboard the aircraft, without the instruction being manually regenerated onboard the aircraft and without the instruction becoming part of a flight plan list of automatically executed flight segments, the mode control panel further having an active display configured to display at least a target portion of the instruction in response to a second input signal directed by an operator onboard the aircraft, without the instruction being manually regenerated onboard the aircraft.

34. (Original) The system of claim 33, further comprising an aircraft housing the receiver, the communication display and the mode control panel.

35. (Original) The system of claim 33, further comprising:  
a first input device operatively coupled to the preview display to receive the first input signal; and  
a second input device operatively coupled to the active display to receive the second input signal.

36. (Original) The system of claim 33, further comprising:  
a first input device operatively positioned proximate to the communication display and operatively coupled to the preview display to receive the first input signal;  
and  
a second input device housed by the mode control panel and operatively coupled to the active display to receive the second input signal.